



Devoted to the interests of the various Fire Departments and Military Organizations throughout the State.

CHASE & BORUCK, Proprietors.

OUR TASK—TO ENLIGHTEN.

TERMS, One Year, \$5; Six Months, \$3.

VOL. III—NO. 26.

SAN FRANCISCO, SATURDAY, SEPTEMBER, 27 1856

WHOLE NO. 71.

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NO. 79 MERCHANT STREET,

Below Montgomery.

CHARLES M. CHASE, MARCUS D. BORUCK.

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every Saturday morning, and served to City Sub-

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the "Journal" must accompany them with the name of

the author.

Advertisements will be inserted at the lowest rates.

All descriptions of Job Printing attended to promptly.

Annual Report of the Chief Engineer, of

the N. Y. Fire Department.

CHIEF ENGINEER'S OFFICE, Aug. 1st, 1856.

To the Honorable, the Common Council:

GENTLEMEN: I herewith, in accordance with the

ordinance directing it, submit my Annual Report of the

condition of the Fire Department, the number

of fires and alarms, the amount of damage in each

month, together with the names, badge number,

occupation and residence of the members of the

Department, divided into companies, as per Annual

Report of their officers, also the condition of the

houses and apparatus.

The state of the Department, I am happy to say,

has never been more encouraging, or its working

more perfect, and this, too, while laboring under

many disadvantages.

The Department consists of 14 engines, 1,544

enginesmen, 1,128 hosemen, 366 hook and ladder

men, and 32 hydrant men, amounting to a total of

3,082 men, being an increase of 454 over the num-

ber stated in the last report. The above are di-

vided into 46 engine companies, 58 hose com-

panies, 14 hook and ladder companies, and four

hydrant companies.

There are 35 engines in good condition, 5 ordi-

nary, 5 building, and 1 rebuilding; 49 hose car-

riages in good condition, 6 ordinary, 2 building, and

1 rebuilding; 12 hook and ladder trucks in good

condition, and 2 building.

There is in use in the Department 39,650 feet of

hose in good order, 23,100 feet of hose in bad

condition, and 1,750 feet of hose in bad

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the engine house of Company 32, and I have heard that one of your honorable body was a leader in this instance. Some means should be devised whereby firemen may be able to perform their duties without incurring the danger of having their limbs broken, and perhaps killed by these desperadoes. It is useless to look to the Police Justices for the remedy; they dare not apply it, the political influence of these gangs is so great. I leave the subject in the hands of your honorable body, merely referring you to my last report for suggestions in relation to the matter.

In closing this report, I am proud to refer to the to whose exertions we are indebted for the great decrease in the loss by fires during the past year, being \$535,089 less than the year previous; while, notwithstanding the exertions of the "Fire Marshal," the number of fires has increased. The firemen never were more serviceable than during the time which has elapsed since the last annual report; indeed, there seems to be a rivalry as to which company shall be the most effective and efficient. I trust your honorable body will take into consideration the suggestion I have made, and act with promptness upon them. Respectfully submitted, ALFRED CARSON, Chief Engineer.

That portion of the above report referring to a member of the Common Council was withdrawn by the Chief.

The Boston Fireman's Parade.

The annual parade of the Boston firemen took place on the 29th of August. The following was laid down as the order of arrangements:

The Department will meet at their houses in the morning, in full uniform, and march to some place to be designated, where they will form according to their numbers, and accompanied with several bands of music, parade through a large number of streets, after which they will be reviewed by the City Government. The Department will then be dismissed for an hour or two, and at the expiration of that time, they will re-form and march to the Common, where the trials for superiority will take place.

We understand that the engine companies will play in rotation, commencing with No. 1. The first trial will be to fill a tank, capable of holding about 3,000 gallons. Each company must draw from the Frog Pond, and play through 300 feet of hose, and an inch pipe, and the company who fills the tank the quickest will receive the city medal, valued at \$250, which will be retained by the winner on the next parade, when, if they are smart enough, they will keep another year.

The second will be, for each company to draft from the Pond, play through 200 feet of hose and 1-8 inch pipe, horizontal. The company which plays the greatest distance, will receive the city medal, valued at \$75. We shall expect to see some fast running among the hydrant companies.

The Hook and Ladder companies have not yet decided what to do. As we understand, Nos. 2 and 3 give in to No. 1. The Hook and Ladder company, which they will lay down 500 feet of hose and play. The company making the quickest time will take the first prize, a \$100 silver trumpet; and the company making the second time, a silver bell, valued at \$75. We shall expect to see some fast running among the hydrant companies.

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Foot Race between two Fire Companies

\$20 a Side.

There has been existing a racing rivalry between Premier Engine Company No. 1, and Niagara Engine Company No. 7, of Albany, New York. At the fire in West Troy, Saturday morning, the dispute arose as to which company reached the fire first. The fruits of this dispute—a regular match was made by a friend of each company, under the following agreement:

The two companies were to start from the oil cloth factory, Lansingburgh, and run to Hoosic street, Troy, a distance of two miles, 14 men were allowed to Engine No. 1, and 20 men allowed to Engine No. 7. Each company was to keep as much on their own side of the road as possible. The engines were to be placed side by side on the start, and to run for \$20 a side. Mr. King, Chief Engineer of the Lansingburgh Fire Department, was appointed by No. 1 as their judge; and Mr. Powers, a sporting gent of Troy, was duly appointed by No. 7 as their judge.

No. 1 Engine was built six years ago, by Messrs. Yarness & Co., of New York. The engine weighs about 2,500 lbs., and is placed upon springs. The forward wheel is about three feet in diameter, the axles are known as the ball axles.

No. 7 Engine was built twelve years ago, by H. Waterman, of Hudson. The engine weighs about 2,800 lbs., old-fashion box and plain axles. The forward wheel is about two feet in diameter.

Both engines were stripped of all tools, &c. No. 7 manned their own engine, and No. 1 was manned by No. 4's men of Lansingburgh.

The affair was kept very quiet from the proper officers of the Department and the city. About 7 o'clock the crowd began to gather at the upper part of the city.

The road was in bad condition, being covered by about three inches of dust. The mercury up to between 80 and 90 only.

The engines soon made their appearance attached to express wagons, and hauled in a line for a start. Those on hand "peeled" for the contest, eager for the coming race. The coin was tossed for the choice of the road, the river side falling on No. 1.

The hour having arrived, the order was given to man the ropes, which was quickly responded to by the drivers. All was excitement. The judges took their position (in a carriage), and the word was given to "go," when both companies started in fine style, amidst the cheers of the anxious crowd.

No. 1's engine, No. 1 now stopped racing, and No. 7 continued on down at full speed, making very quick time, and coming in good shape, amid the cheers of the spectators, who were looking to see No. 1 come in first.

When No. 7 stopped racing, there were 20 men on the rope. No. 1's friends all said that No. 7 crossed the road freely, and that men were stationed all along the road who fell on the rope when one of the tired men fell out, and put a coal over his shoulders. No. 7's men state that No. 1 commenced this game first, and they would be foolish if they did not follow.

The judges soon came down and decided unanimously in favor of No. 1, and that No. 7 had lost the money.

This decision caused great excitement, and to hear the talk on both sides it would astonish the natives.

This great race is now all the town talk, and makes fun for the million. Who says Albany is not a fast place? Hurrah for Premier No. 1.

ORIGIN OF GEORGIAN BEAUTY.—A local Georgian tradition most unaccountably reflects the beauty of the females of that part to an English origin. Allah, says a legend at Gori, wished to stock his celestial harem with the fairest daughters of the earth. He therefore commissioned an Imam, who was a great connoisseur in female beauty, to carry for him the fairest of the loveliest women he could find.

The Imam journeyed into Frankistan, into the country of the Ingiz, whence he carried off the king's daughter. The English monarch pursued them, but Allah, who protected his in his own way, caused the eyes of the pursuer, just turned around, when being near the Hall bell, for the 2d section. Here were a number of the companies together, and there was a great scramble to get over the bridge.

He had a good team, and soon passed truck 3, then engines 10 and 2. We then turned Clark street, when 3 popped around the corner, and here was some fun. First I would lay enough for 3 to get along side, and then "Philadelphians" lay down to the right, and they did lay down to the right in a scientific manner. The consequences were, 3 was some ways behind although with a larger team; and as our crowd were all Americans they could not be fairly run by. Having arrived at the corner of Jefferson street, we were stopped by an Irish Engineer, who favors all but Americans, and 3 caught up and went by. After 3 had gone out of sight, he told us we might go after them; but as we had already beaten them fairly, we returned home, having had a very extensive run without finding any fire.

We are constrained to believe that an Irish Engineer, would stand a small slight in these parts, if he had not been so under the thumb of the gang of the gang recorded above.

THE INFLUENCE OF THE LONDON TIMES.—It may not be generally known, says a contemporary, that the leader of the "Times" is telegraphed every morning to all the principal towns of England; then printed in large letters and affixed to a bulletin board and is placed in the public exchange. At Glasgow, Liverpool, Manchester, and other towns of less commercial importance, crowds of merchants and others may be seen each day in Great Britain, its influence with them must be very great. It is difficult in fact, to understand its extent and power, unless we presume, and not even the Government itself fails to acknowledge.

PRETTY GOOD.—Two boys arrested in Cambridge Mass. for setting fire to a carpenter shop, confessed to firing a ropewalk a few days previous, and they wanted to have a lunch with the Engine Companies.

DESTRUCTION OF THE ABBEY HOTEL.—An Eastern exchange says: The Abbey Hotel, on Bloomington road, long a resort of the "roughs" and "fanciers," was discovered on fire at 3 o'clock this morning, and thus, in effect, does the thinking for the mass of the middle classes in Great Britain, its influence with them must be very great. It is difficult in fact, to understand its extent and power, unless we presume, and not even the Government itself fails to acknowledge.

TWO GERMAN, names not given, were arrested by the 12th Ward police on suspicion of setting fire to the establishment. The Fire Marshal, will investigate this afternoon.

LOUISVILLE.—A fire at Louisville on the 15th of August, destroyed \$25,000 worth of property.

Cincinnati Fire Department.

The annual report of the Cincinnati Fire Department was made on the 1st of April last. From it we glean the following:

THE ENGINEERS & CO., OF THE DEPARTMENT.—Chief Engineer—Ferguson Clements; Assistants—John Duran and E. G. Meguire. There are attached to the Department eleven hand engine companies, each having two engines and two hose carriages; also three steam engines, with three hose carriages attached; one hook and ladder company with one truck.

The following are the names of the companies:—Steam Engine No. 1, 13 members; Steam Engine No. 4, 13 members; Steam Engine No. 14, 13 members; Washington Fire Company No. 1, 13 members; and one hand engine, 11 men.

Relief No. 2, two hand engines, 36 men; Invaluable No. 5, two hand engines, 36 men; Eastern No. 6, two engines, 29 men; Northern No. 7, two engines, 36 men; Marion No. 8, two engines, 36 men; Union No. 9, two engines, 31 men; Dodge No. 10, one engine, 36 men; Eagle No. 11, two engines, 36 men; Mohawk No. 12, two engines, 36 men; Brighton No. 13, three engines, 34 men; Seventeenth Ward Co., two engines, 22 men; Phoenix Hook & Ladder Co., No. 1, 13 men.

The apparatus is drawn to fires by horses, or more being provided for that purpose. The officers of the companies are classed as, Captains, Lieutenants, pipe-men and drivers. Men are constantly on duty at the engine houses on the lookout for a fire. The pay of the firemen is, \$1,000 to the Chief; \$800 to the Assistants; \$150 to the Captains; \$100 to the Lieutenants; and \$60 to members.

The men on duty at the house get \$2 25 per day. They have however asked the City Council for an increase. The whole amount paid for services during the year, was \$56,226.60, and the Chief is of opinion that this expense will be materially reduced another year, in consequence of the substitution of small steam fire engines in place of several of the hand engines.

There have been added to the Department, four small steam engines, with one pump, capable of throwing 11,424 gallons of water per hour. The first was built, (the "Miles Greenwood," of Boston, is a specimen.) Seven steam engines are now in use in this city, besides 28 hand engines.

Those of the companies are so far disbanded that but four men are kept, two men at the house, and the Captain and Lieutenant; but the apparatus is ready for service, and when a fire occurs in their neighborhood they are taken out, and the men who work them receive one dollar each. The Chief does not believe in disbanded all the hand engine companies, for he says: "There are fires where it is difficult to get to do much execution."

The Chief in closing his report says, that the Department is in very good condition and in the best possible order.

We remember of reading a paragraph in the papers some time since, where it was stated that the hand engines were entirely out of use in that city; but the report of the Chief Engineer presents a different aspect.

A CHICAGO RACE. The Boston Dispatch says: A fireman friend, writing us from Boston, gives an account of a race there, between several engines on the occasions of two alarms of fire, nearly together. The gentleman formerly resided in Charleston, where he ran "with the machine." The firemen in Chicago, we nearly all Irish and Germans; but the apparatus that he runs with, is manned by Americans (Philadelphians mostly), and is a crowd hard to beat. What we are about to communicate is of your work, and no doubt will prove interesting. He says:

"I happened to pass the Wall street bridge, this afternoon, (Sunday) when I heard a bell on an engine, and looking across the river I perceived Niagara (3), rolling out. I immediately left for the house of (13) when I met about twenty of the boys, and informed them that 3 had rolled out; but as the Hall bell did not strike, we thought it was a run, got up for the occasion. I went home to get the boys, and called for a 'nap' when I went away the Hall bell, for the 6th section. I was not long in jumping into the boots, and I overtook the machine, (1), with a staving crowd, going over the bridge flying, and reaching the end of the street, just turned around, when being near the Hall bell, for the 2d section. Here were a number of the companies together, and there was a great scramble to get over the bridge.

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The Fireman's Journal

AND MILITARY GAZETTE.

MARCUS D. BORUCK, Editor.

SAN FRANCISCO
SATURDAY MORNING, SEP. 27, 1886

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Is published every SATURDAY MORNING.

At No. 79 Merchant Street, up-stairs.

It will be regularly served to subscribers in San Francisco every Saturday morning at an early hour, for FIFTY CENTS per month, payable to the carrier.

Subscribers will be furnished by mail for five dollars a year, payable in advance. Two copies sent to one address for eight dollars.

Persons in the city who wish the paper left at their residences, will be served on leaving their names at the publication office.

Advertisements and advertising notices inserted New York prices.

The FIREMAN'S JOURNAL is for sale on the day of its publication, and for a week thereafter, by J. W. Sullivan, Washington Street, near Post Office.

Mr. Ullman & Co., Post Office Arcade, Geo. H. Leland & Co., Post Office Arcade, Doran & Merriam, 174 1/2 Clay Street.

Warning.

The Members of the Fire Department are informed, that a three story building, about twenty-two foot front, and forty-five deep, is being erected on the Eastern side of Ohio Street, between Broadway and Pacific Streets. The building is situated between two large frame houses, and is constructed of brick, with studs running throughout the whole of it, about two feet nine inches apart. The rear and side walls are four inches thick, and the front wall not quite eight inches. In the event of a fire, in either the building itself, or in those on each side, it would be certain destruction for pipemen to enter them, as the building alluded to would crumble to the ground. So dangerous is it to life and limb, that the Chief and Assistant Engineers, will not permit Members of the Department, during a fire to stand in front of it. The absence of a fire corner or an inspector of buildings, an officer which we have sought to have appointed for more than a year; renders this mode of giving notice to the firemen, indispensably necessary.

Playing Match.

We perceive by the papers of the day, (as we have not been honored directly with any information upon the subject,) that considerable effort is being made to agree upon the terms of a playing match between two engines belonging to the Fire Department—Howard 3 and Knickerbocker 5. We only notice the circumstance to condemn it, as we ever shall condemn such occurrences as long as we are in any wise connected with the Department.

As far as the abstract question of gambling is concerned, we have nothing to say, and do not propose to discuss it, but we are deeply opposed to a company of firemen playing for any such amount as that proposed in the encounter now on the tapis. We are opposed to men pledging their hard earnings, their salaries and their means of support upon so flimsy a pleasure as that which is afforded by the disposing, in good time, of an extra bucket full of water. We have no objection (and we are only speaking our own opinion), for two companies to play against each other for a set of trumpets, which the friends of both may purchase, or anything of that kind, a supper or an entertainment, but when it comes down to a point which involves an amount of at least six thousand dollars, we are opposed to it—the men cannot afford it, and it would be robbery to look on and see it perpetrated without interposing. Another thing is, the engines are the property of the city, and were not given to the companies to make or lose money upon, but were given to them for the very purpose which 3 and 5 have so promptly and efficiently used them for years, namely—to extinguish fires, and save the property of the people, and no two companies in the Department have done more to that end, than those we have just alluded to. Without expressing an opinion upon the merits of the machinery of either style of engines, we leave the subject, trusting most sincerely that the match will not be played upon the already proposed financial terms.

PRESERVATION.—Mr. John D. Blumrose, for several years a member of the Board of Delegates, representing Vigilant Engine Company No. 9, and a member of the latter company from its organization, left in the last steamer, on a short visit to the Atlantic States. On the evening previous to his departure a delegation from the company assembled at the engine house and through their ex-foreman John Short, Esq. presented Mr. Blumrose, in a very neat speech, with a splendid gold headed cane, as a token of remembrance from the company. This present was in reality an unexpected one to the recipient, who replied in a few brief remarks, for the kindness evinced towards him. The case was a beautiful one, the head of octagon form, on which was engraved a design of the engine house and engine, the seal of the State, and the presentation of the company. After the ceremonies at the house had been concluded, a fine band was procured, and the hour at which the "Nines" finished their serenading tour, proved that they were indeed "Vigilant," for they had watched all night.

SERVICE IN THE DEPARTMENT.—Ninety days service in the Department, before being allowed to vote for officers of the organization, is entirely too short; it should be twelve months, and by that means we should have a body of permanent, instead of temporary firemen. At the last meeting of the Board of Delegates, the Secretary read to the members by title the certificates of two hundred and fifty-four members, as having been admitted into the Department within the preceding month; and in thirty days after the next election, the Secretary will read to the Board, almost as many resignations and expulsions from the Department. That votes are manufactured for electioneering purposes, is a charge which has been made many and often time in the organization, and the period has arrived when no foundation should be allowed to exist to base such an accusation upon; much less to have it exist in reality.

OFFICE OF SECRETARY OF THE DEPARTMENT.—The office of the Secretary of the San Francisco Fire Department, is to our mind a position of the greatest honor; and whoever he may be, that holds it, he cannot add, but may detract from its brilliancy. It is a position which any member of the Department, might seek to fill, without emolument, save that pleasure which an intercourse with his fellow firemen, may afford.

Board of Delegates.

A special meeting of the Board of Delegates, called for the purpose of considering the appeal cases of John P. Corrigan and L. R. Townsend, expelled from Knickerbocker Engine Co. No. 5, was held last evening at 8 o'clock.

President Franklin L. Jones in the chair.

The roll being called, the following members answered to their names:

Messrs. McCarthy, Hunt, Rand, Outignon, Boruck, Hixon, Vreeland, Searing, Sinton, Moore, McKendry, Walsh, Thomas, Fitzpatrick, Short, McGrotry, Brennan, Hoff, Whalen, Finnegan, Reed, Plum, States and Law.

Absent: Messrs. Wason, Zabiskie, Hossefross, Biden, Buckley, Berry, Cobb, Mallott and Mahony.

John Short, sr. was admitted as a delegate from Vigilant Engine Co. No. 9, vice John D. Blumrose resigned.

Call of the meeting was then read.

The following remonstrance from Knickerbocker No. 5, relative to the reinstatement of John P. Corrigan, was received and read. Previous to which a motion was made to adjourn, and lost Ayes 11—Nays 12.

Remonstrance of No. 5.

TO THE HONORABLE BOARD OF DELEGATES OF THE S. F. F. D.—Greeting—Your petitioners, the members of Knickerbocker Engine Co., No. 5, beg leave to present your Hon. Body, with the following statement of facts:

On the 11th inst. the following communication was placed in the hands of our Foreman.

SECRETARY'S OFFICE.
SAN FRANCISCO S. F. F. D.

TO THE OFFICERS AND MEMBERS OF KNICKERBOCKER ENGINE CO., No. 5.—Gentlemen, upon the report of a committee which had the case of John P. Corrigan, an expelled member of your company under consideration; the Board of Delegates, at their regular meeting, held last evening, passed a resolution ordering you to re-instate Mr. Corrigan on the roll of No. 5, as a member of the Company. You will please notify me of a compliance with the order of the Board, by No. 5.

Very Resp't,
M. D. BORUCK,
SECRETARY S. F. F. D.

SAN FRANCISCO, Sept. 11, 1886.

Immediately upon its receipt, he called a special meeting of the company, to consider the subject, and to comply at the earliest practicable moment with the instructions of your Hon. Body. The meeting was held on the evening of the 13th inst. The communication received and ordered on file, a motion was made to re-instate Mr. Corrigan; action was about to be had, when a difficulty presented itself, to which we beg leave to call the attention of your Hon. Body.

To render the position we occupy more distinct, we present the certificate of the Secretary of the company showing the position of No. 5's roll at the time of Mr. Corrigan's expulsion, and the subsequent expulsions, resignations, and elections into the company.

CERTIFICATE NO. 1.
KNICKERBOCKER ENGINE HOUSE,
SAN FRANCISCO Sept. 23, 1886.

I hereby certify, that at the organization of the monthly meeting, held July 7th 1886, the roll call of the company consisted of 63 members; also, at the same meeting, Messrs C. A. Lyons, John C. Guthrie, and Charles F. Powell, were duly elected members of this company.

I also hereby certify, that at the regular monthly meeting, held August 4th 1886, George B. McAneny, was duly elected a member of this company, also at a meeting held August 22d 1886, Messrs. Charles Wilson, John Daly, L. Moran, James Riley, and Wm. Boothby were duly elected members of this company; also at a meeting held August 27th 1886, Messrs John B. Shaffer, Joseph Hilton, E. D. James, John Kelly, and J. F. Waldron were duly elected members of this company; also, at a meeting held August 27th 1886, George Williams was duly elected a member of this company.

At a meeting held July 7th, 1886, John P. Corrigan, L. R. Townsend, Charles Bonnard George M. Johnson, Wm. Hall, Bernard Hancy, were expelled; also at a meeting, held August 4th 1886, also the resignation of H. Phiney was accepted; also at a meeting held August 22d, the resignation of C. Delvechio, C. McBride, A. J. Vosburg, Augustus DeGroot, and J. D. Hodgkins were accepted. Also at a meeting held August 29th 1886, the resignation of Benjamin Bryan was accepted.

WILLIAM BROADHURST,
Secretary No. 5.

By this exhibit, it will be seen that the roll of No. 5 numbered on the organization of the meeting July 7th, the date of Mr. Corrigan's expulsion, 63; after which, the following changes occur up to this date viz:

ROLL OF COMPANY, JULY 7, MEMBERS.....63

Expulsions.

—July 7th—J. P. Corrigan,

" " L. R. Townsend

" " C. Bonnard

" " G. M. Johnson

" " Wm. Hall

" " B. Hancy.

Total.....6

Members.....67

Elections.

July 7th—C. A. Lyons

" " J. C. Guthrie

" " C. F. Powell

Total.....3

Members.....60

Resignations.

Aug. 4th—H. Phiney,

Total.....1

Members.....69

Elections.

Aug. 4th—G. B. McAneny,

Total.....1

Members.....60

Resignations.

Aug. 22d—C. Del Vecchio,

" " C. McBride,

" " A. J. Vosburg,

" " Aug. DeGroot,

" " J. D. Hodgkins,

Total.....5

Members.....55

Elections.

Aug. 22d—Charles Wilson,

" " John Daly,

" " L. Moran,

" " James Kelly,

" " William Boothby,

Total.....5

Members.....60

Elections.

Aug. 27th—J. B. Shaffer,

Total.....1

Members.....61

" " Joseph Hilton,

" " Edward James,

" " John Kelly,

" " J. F. Waldron,

Total.....5

Members.....65

Resignations.

Aug. 27th—B. Bryan,

Total.....1

Members.....64

Elections.

Aug. 27th—Geo. Williams,

Total.....1

Members.....65

In presenting the above statement, we call the attention of your Hon. Body to the following facts:

Firstly—That between the dates of Mr. Corrigan's expulsion and the last election in the company no notice has been received by us of Mr. Corrigan's intention to appeal.

Secondly—That all the elections made in the company, since the date of Mr. Corrigan's expulsion have been prior and antecedent to the receipt of the above noted communication, from your Hon. Body.

Thirdly—That notices of the above mentioned expulsions, resignations, and elections, have been furnished your Hon. Body, and each election into the company has been endorsed with your approval.

Fourthly—That in the absence of any rule of your Hon. Body governing the case; we are entirely at a loss, as to which of the fifteen newly elected members we should strike from the roll, to give place to Mr. Corrigan; and moreover, we seriously question our power to remove any one of them from the Fire Department, after he has received your Hon. Body's endorsement as a duly elected member.

In view of the above position of the company, we trust it will not be considered want of duty or of courtesy, if we have failed to comply with your instructions. The motion to re-instate Mr. Corrigan, necessarily failed from our inability to act. The communication of your Hon. Body was laid upon the table; and we now humbly appeal to your Hon. Body for further instructions.

Your petitioners would further present to your Hon. Body, the respectful remonstrance of the company, against their action in the re-instatement of John P. Corrigan. With all deference to the mature deliberations of your Hon. Body, and of the committee to whom the matter was especially referred, and from a combination of facts which with your leave we will hereafter respectfully present; we are led to the conclusion that a misapprehension of the main facts of the case prevailed in the minds of many of the members of your Hon. Body; and we therefore respectfully solicit a reconsideration of your former vote on this re-hearing. We have been led to believe, that the turning point of the case rested upon that portion of the By-Laws of our company relating to expulsions which in the opinion of the committee of your Hon. Body, seemed to demand that a notification should be served upon the delinquent, prior to his expulsion.

We submit that a misapprehension has existed in the minds of the committee and of your Hon. Body in regard to the construction to be placed on that portion of our By-Laws, and we therefore, present for your consideration, a certified copy of the same.

ARTICLE VII. OF THE BY-LAWS.

SEC. 1. Whenever a Member is repeatedly deficient in the discharge of his duty, or does not exert himself to arrive at the Engine, he shall be notified by the Secretary to appear at the next monthly meeting of the company; if he fails to appear, or his excuse is deemed insufficient by the Company, he shall be expelled.

SEC. 2. If a Member neglects three stated meetings of the Company, or three Roll Calls, in succession, without sending a written excuse; if he be known to give an incorrect excuse for delinquency; if he use insulting language towards an officer of the Company; if he be considered an improper associate, he shall be expelled.

SEC. 3. Any member who neglects or refuses to pay his fines and dues for three months, may be expelled.

SEC. 4. All expulsions shall be by ballot, and shall require a two-third vote of the Company present.

SEC. 5. The Secretary shall notify the Foreman of each Company in the department and the Secretary of the Board of Delegates, of each expulsion made from the Company, within five days of the time thereof, stating the reason why such expulsion was made.

Your Hon. Body will observe that while Section 1st of Art. 7th of said By-Laws, requires that in cases of general delinquency, notice shall be served in cases of special or stated delinquency, as defined in Section 2d of said article, no notice is required. That this was the undoubted construction placed upon them by the Company at the time of their adoption, we can only establish, by showing the unanimous vote of the Company on their adoption, and a like unanimous vote recently taken to test the Company's views thereon. We therefore submit certificates Nos. 2 and 3 of the Secretary of the Company, certifying to said votes.

CERTIFICATE NO. 2.
KNICKERBOCKER ENGINE HOUSE,
SAN FRANCISCO, Sept. 23, 1886.

I hereby certify, that the constitution and by-laws of Knickerbocker Engine Company No. 5, now in force in said company, were adopted at a regular monthly meeting of the company, by the unanimous vote of the members present. The same constituting more than a two-third representation of the entire vote of the company.

WM. BROADHURST,
Sec'y No. 5.

CERTIFICATE NO. 3.
KNICKERBOCKER ENGINE HOUSE,
SAN FRANCISCO, Sept. 23, 1886.

I hereby certify, that at a special meeting held Sept. 18, 1886, to take into consideration the communication from the Board of Delegates, in relation to the expulsion of John P. Corrigan, it was, upon motion

Resolved, That in view of the discussion had upon article 7th, sections 1, 2, 3, and 4, of the by-laws of this company, at the time of their adoption, and our present construction of the same, this company considers that they have expelled John P. Corrigan legally.

Adopted by unanimous vote.

Resolved, That in view of the above resolutions, this company do respectfully remonstrate, with the Board of Delegates, and solicit a reconsideration of their action; and that a committee of three be appointed to draft such remonstrance.

Adopted unanimously.

Committee appointed—C. E. Buckingham, A. H. Titcomb, Henry Wheeler.

WM. BROADHURST,
Sec'y No. 5.

Without attempting to offer further argument, and relying with every confidence in that spirit of fairness and justice which characterizes the deliberations of your honorable body; we leave the appeal subject to your consideration—simply appending a

statement of the delinquencies of Mr. Corrigan, for which he was expelled as follows, viz:

Abstract of Roll Call of Engine Company No. 5, 1886.

from June 2d to July 7th.

June 2, Monthly meeting, J. P. Corrigan, Absent.

11, Fire Hall Bell alarm, " "

15, " " " " " "

22, " " " " " Present.

July 1, Meeting, " " Absent.

7, Fire Hall Bell alarm, " "

" Monthly meeting, " "

" Expelled.

Before leaving the subject, the company beg leave to remark, that they are fearful lest in the minds of your honorable body, the charge of persecution of Mr. Corrigan by the company may be sustained. To correct any such impression, should it exist, they beg leave to furnish your honorable body with an abstract of the Roll Call of Mr. Corrigan, from January 1st, 1885, to the present time.

CERTIFICATE, NO. 4.
Abstract of Roll Call—John P. Corrigan.

DATE. PRESENT. ABSENT.

January, 2, '85, to March 20, '85, 9 10

March 20 to May 4th, 5 5

May 4th to June 2d, 5 6

June 2d to July 1st, 1 9

July 1 to August 1, Excused 2 9

August 1 to Sept. 3d, " 1 6

Sept. 3 to October 1st, 1 3

October 1 to November 1, 1 3

November 1 to December 1, 4 5

Dec. 1 to Jan. 1, Expelled Jan. 7, '86, 1 5

1886.

April 2 to May 2, Reinstated April 7, '86, — —

May 2 to June 2, 3 3

June 2, Monthly meeting, absent.

" 11, Hall Bell Fire " absent.

" 16, " " " absent.

" 22, " " " present.

July 1, Meeting " absent.

" 7, Hall Bell Fire " absent.

" Monthly meeting, " absent.

" Expelled

Present. Absent.

Excused 3, 39, 75

Also, the respectful requests of the company to Mr. Corrigan, that he should resign.

CERTIFICATE, NO. 5.
KNICKERBOCKER ENGINE HOUSE,
SAN FRANCISCO, Sept. 23, 1886.

I hereby certify, that at a regular monthly meeting held July 10, 1886, Mr. John P. Corrigan was requested to resign by a vote of the company, and at the same meeting the Secretary was instructed to notify Mr. Corrigan of the action of the company.

WILLIAM BROADHURST,
Sec'y No. 5.

I hereby certify, that at a regular monthly meeting held March 6, 1886, Mr. John P. Corrigan was requested to resign, by a vote of the company.

WILLIAM BROADHURST,
Sec'y No. 5.

They also call your attention to the unanimity of the company's views upon the question, as exhibited in the vote on Mr. Corrigan's expulsion.

CERTIFICATE, NO. 6.
KNICKERBOCKER ENGINE HOUSE,
SAN FRANCISCO, Sept. 23, 1886.

I hereby certify, that at a regular monthly meeting held July 7, 1886, on a motion made to expel John P. Corrigan, a ballot was held; Mr. Corrigan receiving every vote of the members present for expulsion, but one.

WM. BROADHURST,
Sec'y No. 5.

In conclusion, your petitioners regret the peculiar circumstances which rendered a strict and speedy compliance with the wishes of your honorable body impossible, and humbly trust that while entertaining our respectful petition and remonstrance, your honorable body will give due consideration to the unfortunate position in which we are necessarily placed by your action. And to the furtherance of their wishes, your petitioners would ever humbly pray.

(Signed by)

C. E. BUCKINGHAM, } Committee.

HENRY WHEELER, }

A. H. TITCOMB, }

Members of the Company.

Signed by 63 members of the Co.

Absent...1

Chief Engineer not requested to sign.

Mr. Sinton moved that the communication be received, and ordered on file. Adopted.

Mr. Moore moved that the vote passed at the last meeting of the Board, ordering No. 5 to re-instate Mr. Corrigan, be reconsidered. Adopted.

Mr. Sinton moved that Knickerbocker 5, John P. Corrigan and L. R. Townsend, be notified to appear at the next regular meeting of the Board, at which time their appeal cases would be heard in open Board. Adopted.

Appeal from Elcan Heydenfeldt relative to his being stricken from the roll of No. 3, was received and read.

Mr. Sinton moved that Howard Company and Mr. Heydenfeldt be notified that the matter would be heard before a full Board at its next meeting.

On motion, adjourned.

THE JUDICIARY COMMITTEE.—We hope that the Judiciary Committee will be ready, in accordance with the instructions of the Board of Delegates, to report upon the State Law, at the next regular meeting of the Board on the 8th October. It is necessary that whatever bill the Department desires to be presented to the Legislature for adoption, should be ready to hand in at the opening of the session, and if its consideration by the Board of Delegates is postponed at all, the excitement attendant upon the election of officers of the Department, in both branches of its government, will be the means of an unnecessary and injurious delay. It is true the Committee have considerable work to perform in preparing the proper kind of a bill, but if they act with promptness and decision, will be able to meet the requirements of the Board.

EMPIRE 1.—The engine of Empire Company, which has lately been repacked at the shop of Messrs. Brooks & Bonny, on Jackson Street; and has also had a brake attached to the rear wheels, which is the simplest and best adapted thing of the kind we have ever seen. It is worked from the rear of the box by means of two paddles or steps, which can be reached without the slightest danger. The weight of one man is amply sufficient to check her progress down the steepest hill. The engine was worked yesterday at the corner of Montgomery and California streets; and although the day was very unfavorable, on account of the high wind and dust, the playing was very good.

HOSES MOVING.—Parties removing frame buildings, in any portion of the city, will please be careful not to leave such buildings, upon or near proximity to cisterns; as considerable trouble would be experienced in getting to work at a fire

Fires and Alarms for the Week.

Sept. 21.—3 P. M.—Hall Bell alarm. Sixth District. Chimney in "Antique Castle," corner of Stockton and Sacramento street. Entire Department out. No damage. Nos. 1, 3, 4, 5, 6, 7, 9 and 14 in service.

Sept. 26.—7 a. m. Alarm from California Bell. Pork packing establishment, at the corner of Market and Beale streets. Damage \$250. Engines 3, 4, 7 and 14 in service. No. 4 first water.

THE NATIONAL CIRCUS.—The Metropolitan opened on Monday last, for the first time in several

